





## INTIMATIONS.

1888. NOW READY. 1889.  
THE CHINA DIRECTORY.  
(TWENTY-SIXTH ANNUAL ISSUE).  
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has been thoroughly revised and brought up  
to date, and is again much increased in bulk.

A. S. WATSON & Co., LIMITED.

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CIGARETTES:  
Maria Christina, Porto del Oriente, London,  
Londres, "Sonnets,"  
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RTELOS, SENORITAS, MARQUESITAS, FLOR DE  
PRENADORA, PAQUITOS, REGALIA BRITANICA,  
REGALIA INGLESA, CRISTOLES, BRIVITO &  
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BOUQUETS DE WATSON.  
SWEET CAPOREL AND OLD JUDGE  
CIGARETTES.

A. S. WATSON & Co., LIMITED,  
HONGKONG DISPENSARY.  
HONGKONG, 7th November, 1896.

MARRIAGE.  
On Saturday, the 16th inst., at St. John's Catho-  
dral, Hongkong, by the Rev. W. Jennings, M.A.,  
Colonial Chaplain, HARRY LAURENCE, son of  
SARAH, daughter of G. Nichols, Esq.

1840

The Daily Press.

HONGKONG, NOVEMBER 20th, 1896.

In a memorandum drawn up for the Hong-

kong Government by Mr. HAYLAK, Q.C.,

on the 10th inst., the "Rules for

Joint Investigation in cases of Confes-

sion and Fine by the Customs Authorities,"

the learned counsel said:—"It is most un-

fortunate that the case could not have been

locally settled on a really equitable basis,

but it is to be hoped that the same result

arrived at will, at least, have the effect of

leading to a revision of these Rules, and

even of the Treaty itself on the points

(among others) to which prominent at-

tention has been thereby called." This hope

has been disappointed, and the Rules, which

have been objected to by the Hongkong Chamber

of Commerce, when they were framed twenty

years ago, still remain in force. The funda-

mental objection to them is that they consti-

tute the Hopo, an interested party, the judge.

The Consul does not sit as a member of the

Court, but is to be "invited" by the Hopo

to take his seat on the Bench, to assist the

owner or captain of the accused vessel. It

is the Hopo who has to give judgment, the

power of the Consul being confined to the

vetoing or allowing of an appeal to Peking.

A court so constituted is an outrage on the

natural principles of justice. It is, more-

over, only a case of the utmost gravity, cases

of confiscation, to wit, that are to be adju-

icated by this impartial and interested court.

Rule VI. provides that when the act com-

plained of is not one involving the confes-

sion of ship or cargo, but is one which by

Treaty or Regulation is punishable by fine,

the case is to be tried by the Consul, who is

to inform the Commissioner of Customs of

the time fixed for the trial that he may then

appear with the evidence and the witnesses

in the case. When, however, the penalty

provided is not a fine, but the much more

serious one of confiscation, the Chinese Su-

perintendent of Customs is constituted the

judge, and is to be assisted by the Commis-

sioner, the Consul sitting on the Bench to

cross-examine the witnesses in the interest

of the merchant, and, if he disagrees with

the Superintendent, at Canton called the

Hopo, to record a formal dissent. By no

stretch of the imagination can this be called

an impartial court, and why facilities for a

fair trial should be greater in the case of of-

fences punishable by fine than in those

punishable by the extreme penalty of confes-

sation is it impossible to conceive.

A case was tried under the Rules for Joint

Investigation at Canton on Saturday, in

which a steam-lamph had been seized and

was held for confiscation on a charge of trad-

ing at ports not open to trade. The Hopo

condemned the launch, the Consul dissented,

and the matter will now be referred to

Peking. Rule IV. provides that after the in-

vestigation the Hopo is to inform the Consul

of the course he proposes to pursue, if

he proposes to confiscate the vessel or

goods, and the Consul dissents, the merchant

may appeal, and the Consul and Superin-

tendent will forward copies of the notes of

the evidence to Peking, the former to his

Minister, and the latter to the Foreign Office,

for their decision. The appeal is thus carried

to a court before which the parties are

unable to appear in person or by counsel to

plead their case on the law or the facts.

Not does it appear that the decision of this

together unsatisfactory state of things, and

calls urgently for amendment. When the

confiscation of a ship is in question, no less

than when other rights of property are in-

volved, the trial ought to take place before

an impartial court. Not that we wish to in-

terpose any intentional unfairness to the

importer of party, the Hopo must be held as

improper a person to decide the case as a

party to a contract would be to judge on an

alleged breach of it.

As to the merits of the case of the General

Grand, little information is to be derived

from the evidence given on Saturday. In-

ferences may be drawn, but of positive proof

there was none. The owner of the vessel,

therefore, on the conclusion of the case for

the Customs, simply put in a plea of not

proven. Practically, however, he admitted

the charge, though denying personal re-

sponsibility. He said, "I never had a launch

which went to Changsha or anywhere else in

the vicinity. She was not my launch then."

Upon this the Consul said, "Then you do

admit she went to these places." The

owner, careful not to commit himself, re-

sponded, "I admit nothing of the sort. I say

at the time you allege she was running to

these places she was not my launch." But

the ownership is immaterial, the proceedings

being in rem, not in personam. If the

offence was committed, a change of owner-

ship would not render the offending vessel

less liable to confiscation. If this was not

so, a very profitable business might be done

in smuggling and trading to non-treaty

ports, the nominal ownership of the vessel

being changed each trip, so that the only

risk incurred would be that of capture during

the run. To no description of property does

the maxim of caveat emptor more completely

apply than to shipping. In a case like the

present, if the owner could show that he had

pledged the vessel in complete ignorance of

her liability to a penalty for infraction of the

law (assuming for the moment there has

been such infraction) the authorities might

be disposed to remit the penalty, but it

would be a case of grace; as to the vessel's

liability, we think there can be no doubt. As

to the question of knowledge or ignorance,

however, it would appear a plea was made

notifying the voyage made by the launch.

This was produced in a trial on Saturday,

but it was not admitted by the owner of

the vessel and the Customs had not brought

evidence to prove it. It would probably not

be difficult to ascertain the name of the pri-

nter, and that of the person who ordered the

launch. Also, if the launch ever went to the

places alleged, it would not be difficult to

bring witnesses who saw her there. At pre-

sent, however, if the case were before an or-

inary court, the verdict must necessarily be

equivalent to one of not proven. That con-

fusion should take place on the evidence

as it stands would be plainly unjust, accord-

ing to English ideas, while an acquittal

would not remove the suspicion that a breach

of the treaty has been committed, and, if the

Chinese on their part are satisfied that such

is the case, would strike them as being

equally unjust. The only way now of

arriving at a decision on the merits of the

case would be for the Authorities at

Peking to refer it back to Canton for further

investigation. And it is a matter of public

importance that this decision on the merits should

be arrived at if possible. If the Chinese are

expected to observe the provisions of the

treaty foreigners must be prepared equally

to observe them; this is not merely a mat-

ter of abstract justice, but one of self inter-

est, for every contraband act committed pre-

judges honest people by causing the Au-

thorities to impose more severe restrictions

on trade or travel. In all cases, however, the

accused is equally entitled to be tried by an

impartial and competent court. This is not

the case at present, the "Rules for Joint

Investigation" being thoroughly objection-

able.

To amend the rules would be a com-

paratively simple matter. There is, how-

ever, another point on which an alteration

of the Treaty itself, we think, called for.

The penalty for trading at a non-treaty port

is confiscation, which cannot be commuted

There were 2113 visitors to the City Hall

The M. M. steamer *Colonides*, with the out-

We are informed by the Superintendent

The Agents (Messrs. Adamson, Bell & Co.) in-

We would remind our readers of the opening

We are informed by the Superintendent that

The death is announced of an infant son

The N. Y. Daily News reports to learn that

The Band will play at the Officers' Mess

The following is the programme:—

A number of ladies of Chinese land at Yau-

The chain-gang case was started at the Su-

There are a large number of residents in China

We learn from our Macao correspondent that

The following minute by the Works Com-

His EXCELLENCY—As far as my experience

His EXCELLENCY—Then put that date on

The opening match of the season was played

A meeting of the Legislative Council was held

His EXCELLENCY—As far as my experience

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His EXCELLENCY—Then put that date on

deavour to put an end to an evil of mob

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## SUPREME COURT.

19th November.

IN CRIMINAL SESSIONS.

PROSECUTOR HON. J. RUSSELL, COUNSEL.

THE CONVICT GARGO CASE.

Chun Nam, Kwan Kin, Man Kuan, Lam

The jury consisted of Messrs. C. H. Stiles,

Mr. Ho Kait appeared on behalf of the prisoners.

The Attorney-General



## VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

**VESSELS ON THE BEIRTH**

**FOR NEW YORK.**  
**THE #3 L I T American Ship**  
"P. N. BLANCHARD,"  
Oakes, Master, will load here for the s  
For Freight, apply to  
-ARNOLD, KARBURG &  
Hongkong, 56th September, 1884.

**FOR NEW YORK.**  
**THE #3 L I T American Barque**  
"WAKEFIELD."  
Captain Crowl, shortly expected, will load  
for the above Port, and will have quick despatch.  
For Freight, apply to  
SIEMSEN & C  
Hongkong, 24th October, 1888.

**FOR NEW YORK.**  
**THE #3 L I T American Bark**  
"H. G. JOHNSON"  
Colby Master, will load here for the s  
For Freight, apply to  
RUSSELL &  
Hongkong, 3rd November, 1888.

**FOR SAN FRANCISCO.**  
**THE #3 L I T British Ship**  
"HONOULU."  
Captain Leary, will load here for the above,  
and will have quick despatch.  
For Freight, apply to  
MELBOERS & C  
Hongkong, 54th October, 1888.

**MAILS EXPECTED.**  
**THE AMERICAN MAIL.**  
The P. M. steamer City of Peking, with  
American mail of the 27th ultimo, left T  
hama on the 17th, and is due here on the  
instant.

**THE FRENCH MAIL.**  
The M. M. steamer Calcedonin, with  
French mail of the 19th October, left Saigon  
1 a.m. on the 19th, and may be expected her  
or about Thursday morning, the 22nd instan  
t.

**THE INDIAN MAIL.**  
The Indo-China steamer Wingang, with  
Indian mail, left Singapore on the 16th, and  
be expected to arrive here on or about the  
instant.

**THE ENGLISH MAIL.**  
The P. & O. steamer Clyde, with the En  
mail of the 26th October, left Singapore  
p.m. on the 19th, and may be expected here  
or about the 25th instant. This packet br  
replies to letters dispatched from Hongkon  
the 13th September.

**THE GERMAN MAIL.**  
The N. D. L. steamer Preussen, with  
outward German mail, left Colombo on the  
date is due here on the 29th instant.

**THE CANADIAN MAIIS.**  
The Canadian Pacific steamer Parthia,  
the Canadian mail, left Kobe for this po  
midnight on the 18th instant.

The C. P. steamer Duke of Westminster,  
the Canadian mail, left Yokohama on the  
instant for Hongkong via Kobe.

The C. P. steamer Argosine, with  
Canadian mail, left Vancouver on the  
November.

**STEAMERS EXPECTED.**  
The N. G. I. steamer Desargo left Singa  
pon on the 12th, and may be expected here o  
about the 20th instant.

The D. D. R. steamer Casuarina left SI  
apore on the 14th, and is due here on the  
instant.

The O. S. S. Co's steamer Ajana left Singa  
pon on the 11th, and is due here on the 21st ins  
tant.

The Glen Line steamer Glenarney left Si  
ngapore on the 15th, and is due here on the  
instant.

The P. & O. steamer Venitia left Bomba  
y on the 17th, and may be expected here on or  
about the 22nd December.

**POST-OFFICE NOTICES.**  
When Correspondence has been mis-sen  
delayed (both of which are liable to hap  
pen), apply at all times the address neede  
on the cover, *Sono io*, or *Receve*  
at 7 p.m., or as the case may be, and forward  
any without any other writing whatever, to  
Post Office Communications - Per Niobe,  
say, the 20th inst, at 8.30 A.M.  
For Shanghai - Per Yorochoke, to-day,  
10th inst, at 3.30 P.M.  
For Amoy and Malacca - Per Diamante,  
say, the 20th inst, at 3.30 P.M.  
For Straits and Calcutta - Per Japan,  
tomorrow, the 21st inst, at Noon.  
For Shanghai - Per Peling, to-morrow,  
1st inst, at 3.30 P.M.  
For Straits, Colombo, and Bombay -  
Per Askargur, on Thursday, the 22nd inst, at 1  
p.m.  
For Saigon - Per Triton, on Thursday,  
the 23rd inst, at 3.30 P.M.  
For Amoy and Manila - Per Nausing,  
Saturday, the 24th inst, at 3.30 P.M.  
For Nagasaki, Kobe, and Yokohama -  
Per Tacoma, on Saturday, the 24th inst, at 5 P.M.

**COMBOS BY THE BRITISH PACKET.**  
The British Contract Packet *Racema* w  
despatched on WEDNESDAY, the 2  
inst, with Mail for the United Kingdom,  
Europe and Canada beyond, viz Branderie  
St. Straits Settlements, Netherlands Ind  
Arabia, Ceylon, Aden, Egypt, Malta, S  
ibraltar.

The usual hours will be observed in clos  
to Mail, &c.

The Post Office declines all responsibility  
registered Letters, containing Bank No  
coin, or Jewellery, and where Registration  
is not negotiated, will make no enquiry i  
losses of such letters.

**MAILS BY THE FRENCH PACKET.**  
The French Contract Packet *Eghephen* wil  
despatched on WEDNESDAY, the 28th i  
with Mails for the United Kingdom, Eur  
and places beyond, viz *Marseilles*; to Sai  
Gibraltar, St. Straits Settlements, Batavia, Burchard, Eg  
the Antisloman Colonies, Pondicherry, Mad  
Calcutta, Aden, Mauritius, Egypt, Malta,  
S. ibral.

The usual hours will be observed in clos  
to Mail, &c.

The Post Office declines all responsibility  
registered Letters containing Bank No  
coin, or Jewellery, and where Registration  
is not negotiated, will make no enquiry i  
losses of such letters.

**NOT RESPONSIBLE FOR DEFECTS.**  
Neither the CAPTAINS, the AGENTS nor  
owners, will be RESPONSIBLE for any de  
fects or loss of goods, or for any delay in  
the following vessels during their stay  
along Hong Harbour:-  
PRADA, Brit. M. D. S. Eward - Wisler &  
ARRABERG, Ger. str. H. A. Furuth - Th  
SONNENBERG, Ger. str. J. G. Schmitt -  
Siemsen & C.  
G. JOHNSON, Amer. bk. Colby - Russell &  
AFKAN, Brit. str. Geo. B. Pasell - Dav  
SAISON, Sena & C.  
ALY HAREWOOD, Brit. bk. Williams - G  
salves & Co.  
RETING, Ger. str. Heuermann - Siemsen &  
N. BLANCHARD, Amer. ship, Blanchard  
LANE, Malacca, Hawson & Co.  
O. & D. S. Co.



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or parchment, apply, by letter, to  
"Q. E. D."  
Care of Daily Press Office.  
Hongkong, 21st April 1888. [178]

The above Time Table will be strictly adhered to except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

**LARGE STOCKS OF EVERY DESCRIPTION OF COAL**  
Address—Care of Messrs Kwong Seng & Co.,  
No. 88 PRAYAT [642]

Oct. 23	899	Samoa	353	Wilson & Co.
Oct. 23	900	Thaili	858	C. M. S. N. Co.
Oct. 26	901	Perle	544	C. M. S. N. Co.
Oct. 27	902	Verwick	907	C. M. S. N. Co.
Oct. 25	903	Liscoll	761	C. M. S. N. Co.
Oct. 25	904	Matlowe	348	WALTON & FRESELE.
Oct. 25	905	P. Weiss	338	Chinese
Oct. 29	906	Alison	401	Chinese

VESSELS ARRIVED HOME FROM			
PORTS IN CHINA, JAPAN, & MANILA.			
(Per last Mail's Advice).			
Sept. 19	907	Parthia (s.)	Yokohama
Sept. 24	908	Polymnia (s.)	Yokohama
Oct. 2	909	Erato (s.)	Kobe
Oct. 6	910	Glenclegg (s.)	Yokohama
Oct. 6	911	Glenclegg (s.)	Yokohama
Oct. 6	912	Glenclegg (s.)	Yokohama
Oct. 6	913	Glenclegg (s.)	Yokohama
Oct. 6	914	Glenclegg (s.)	Yokohama
Oct. 6	915	Glenclegg (s.)	Yokohama
Oct. 6	916	Glenclegg (s.)	Yokohama
Oct. 6	917	Glenclegg (s.)	Yokohama
Oct. 6	918	Glenclegg (s.)	Yokohama
Oct. 6	919	Glenclegg (s.)	Yokohama
Oct. 6	920	Glenclegg (s.)	Yokohama
Oct. 6	921	Glenclegg (s.)	Yokohama
Oct. 6	922	Glenclegg (s.)	Yokohama
Oct. 6	923	Glenclegg (s.)	Yokohama
Oct. 6	924	Glenclegg (s.)	Yokohama
Oct. 6	925	Glenclegg (s.)	Yokohama
Oct. 6	926	Glenclegg (s.)	Yokohama
Oct. 6	927	Glenclegg (s.)	Yokohama
Oct. 6	928	Glenclegg (s.)	Yokohama
Oct. 6	929	Glenclegg (s.)	Yokohama
Oct. 6	930	Glenclegg (s.)	Yokohama
Oct. 6	931	Glenclegg (s.)	Yokohama
Oct. 6	932	Glenclegg (s.)	Yokohama
Oct. 6	933	Glenclegg (s.)	Yokohama
Oct. 6	934	Glenclegg (s.)	Yokohama
Oct. 6	935	Glenclegg (s.)	Yokohama
Oct. 6	936	Glenclegg (s.)	Yokohama
Oct. 6	937	Glenclegg (s.)	Yokohama
Oct. 6	938	Glenclegg (s.)	Yokohama
Oct. 6	939	Glenclegg (s.)	Yokohama
Oct. 6	940	Glenclegg (s.)	Yokohama
Oct. 6	941	Glenclegg (s.)	Yokohama
Oct. 6	942	Glenclegg (s.)	Yokohama
Oct. 6	943	Glenclegg (s.)	Yokohama
Oct. 6	944	Glenclegg (s.)	Yokohama
Oct. 6	945	Glenclegg (s.)	Yokohama
Oct. 6	946	Glenclegg (s.)	Yokohama
Oct. 6	947	Glenclegg (s.)	Yokohama
Oct. 6	948	Glenclegg (s.)	Yokohama
Oct. 6	949	Glenclegg (s.)	Yokohama
Oct. 6	950	Glenclegg (s.)	Yokohama
Oct. 6	951	Glenclegg (s.)	Yokohama
Oct. 6	952	Glenclegg (s.)	Yokohama
Oct. 6	953	Glenclegg (s.)	Yokohama
Oct. 6	954	Glenclegg (s.)	Yokohama
Oct. 6	955	Glenclegg (s.)	Yokohama
Oct. 6	956	Glenclegg (s.)	Yokohama
Oct. 6	957	Glenclegg (s.)	Yokohama
Oct. 6	958	Glenclegg (s.)	Yokohama
Oct. 6	959	Glenclegg (s.)	Yokohama
Oct. 6	960	Glenclegg (s.)	Yokohama
Oct. 6	961	Glenclegg (s.)	Yokohama
Oct. 6	962	Glenclegg (s.)	Yokohama
Oct. 6	963	Glenclegg (s.)	Yokohama
Oct. 6	964	Glenclegg (s.)	Yokohama
Oct. 6	965	Glenclegg (s.)	Yokohama
Oct. 6	966	Glenclegg (s.)	Yokohama
Oct. 6	967	Glenclegg (s.)	Yokohama
Oct. 6	968	Glenclegg (s.)	Yokohama
Oct. 6	969	Glenclegg (s.)	Yokohama
Oct. 6	970	Glenclegg (s.)	Yokohama
Oct. 6	971	Glenclegg (s.)	Yokohama
Oct. 6	972	Glenclegg (s.)	Yokohama
Oct. 6	973	Glenclegg (s.)	Yokohama
Oct. 6	974	Glenclegg (s.)	Yokohama
Oct. 6	975	Glenclegg (s.)	Yokohama
Oct. 6	976	Glenclegg (s.)	Yokohama
Oct. 6	977	Glenclegg (s.)	Yokohama
Oct. 6	978	Glenclegg (s.)	Yokohama
Oct. 6	979	Glenclegg (s.)	Yokohama
Oct. 6	980	Glenclegg (s.)	Yokohama
Oct. 6	981	Glenclegg (s.)	Yokohama
Oct. 6	982	Glenclegg (s.)	Yokohama
Oct. 6	983	Glenclegg (s.)	Yokohama
Oct. 6	984	Glenclegg (s.)	Yokohama
Oct. 6	985	Glenclegg (s.)	Yokohama
Oct. 6	986	Glenclegg (s.)	Yokohama
Oct. 6	987	Glenclegg (s.)	Yokohama
Oct. 6	988	Glenclegg (s.)	Yokohama
Oct. 6	989	Glenclegg (s.)	Yokohama
Oct. 6	990	Glenclegg (s.)	Yokohama
Oct. 6	991	Glenclegg (s.)	Yokohama
Oct. 6	992	Glenclegg (s.)	Yokohama
Oct. 6	993	Glenclegg (s.)	Yokohama
Oct. 6	994	Glenclegg (s.)	Yokohama
Oct. 6	995	Glenclegg (s.)	Yokohama
Oct. 6	996	Glenclegg (s.)	Yokohama
Oct. 6	997	Glenclegg (s.)	Yokohama
Oct. 6	998	Glenclegg (s.)	Yokohama
Oct. 6	999	Glenclegg (s.)	Yokohama
Oct. 6	1000	Glenclegg (s.)	Yokohama

VESSELS EXPECTED			
(Corrected to)			
Oct. 6	999	Macanoga	Liverpool
Oct. 8	1000	Mabel Taylor	London.

French	French gunboat		Captain Tenoret	Hai Kong
French	French gunboat	17	Captain Veron	Shanghai
Prismoguet	French corvette		Captain Dupuis	Xokohama
Warrene	French frigate		Com. L. E. G. Marcell	Hongkong
Viper	French gunboat	4	Lieut. Com. de Klatseld	Tientsin
Ulla	German gunboat	2	Lieut. Com. Credner	Hongkong
Wolf	German gunboat	2	Com. J. N. Santa Barbara	Hongkong
Kia Lima	Portuguese gunboat	5	Captain Caminha	Macao
Tejo	Portuguese gunboat	18	Captain Mombelli	Shanghai
Bouca	Russian frigate	23	Captain Curryloff	Xokohama
Dimitri Donakof	Russian gunboat		Captain Ostrofsky	Chemulky
Kureyeta	Russian cruiser	9	Captain Zofne	Vladivotch
Maudner	Russian cruiser	9	Captain Wolff	Yokohama
Doyle-dick	Russian corvette	10	Com. Mander Avellan	Peking
Arbustini	Russian cruiser	13	Captain Eusefi	Vladivotch
Rynda	Russian corvette	12	Commodore Makinoff	Xokohama
Seyvorch	Russian cruiser	13	Commodore Belokobyl	Vladivotch
Vitiaz	Russian corvette	14	Capt. D. E. Zaitzeff	Manila
Voterk	Russian gunboat			
Argon	Spanish cruiser	14		

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